

**SDOT Recommendation
Attachment A**

Clerk File 312783

Alley Vacation Petition for Block 3 Norris Addition

Table provided by Petitioner

From	Comment	Response
Agency Comments		
Seattle Fire Department	No objection, so long as no fire department connections in the alley, if so, FDCs must be relocated with SFD approval	There are no fire connections in the alley.
Seattle City Light	<ul style="list-style-type: none"> SCL owns and operates a three-phase overhead electric power line, including poles, transformers and wire within the proposed vacation area The work order to remove the overhead lines and restore services is in progress. No issues with electrical service. Vacation approval should include conditional language stated in 3/12/13 letter 	<p>The Project proposes to completely underground overhead power lines at its own cost; the undergrounding of power allows widening of public sidewalks, landscaping, creation of on-street parking and a new bus pullout. The cost to underground utilities, borne 100% by the petitioner, is \$1,100,000.</p> <p>No issue with including conditional language in vacation approval as outlined in SCL's letter.</p>
Seattle Public Utilities	<ul style="list-style-type: none"> The petitioner must agree to an indemnity agreement related to drainage systems in the alley No closed contour in the alley is allowed The Alki Masonic Temple will rebuild its parking lot and provide drainage as required Project should install a 12" main in SW Alaska Street from Fauntleroy 	<p>The Petitioner agrees to sign an indemnity agreement with SPU related to the drainage systems in the alley.</p> <p>No closed contour exists in the alley; this work has been coordinated and confirmed with SPU.</p> <p>A separate permit (MUP 3015959/Building Permit 6369041) has been submitted to regrade the Alki Temple's parking lot; adequate drainage</p>

	Way SW to 3909 and transfer the existing service to that main.	<p>is proposed and SPU review is required.</p> <p>The project will install the water main and transfer existing service to the new main.</p>
Department of Planning and Development Land Use Codes and Policy Development	<ul style="list-style-type: none"> • The vacation and midblock connector is generally consistent with the West Seattle Triangle plan; the plan didn't anticipate the need for loading or a drive-through. • The midblock connector should include generous space for pedestrians • Suggest crosswalk between connector and future park on 40th Avenue 	<p>The drive through has been eliminated from the Project.</p> <p>The loading area for the grocery store has been minimized; dense plantings surround the approaches to the loading area so pedestrians will not approach. The loading area is screened by a roll-down door that will remain closed when not being used. The project also proposes a loading dock management plan that will manage deliveries and restricts activities.</p> <p>The midblock connector includes an 8' wide covered walkway and a 3' planting strip that buffers pedestrians from traffic in the alley. This is an ample profile beyond what pedestrians would experience on a "normal" street.</p> <p>The Project team asked for a sidewalk crossing 40th to the future park across from the midblock connector. However, SDOIT does not believe that the midblock crossing meets warrants. The project has been designed to reduce crossing width across 40th Avenue in lieu of an actual crosswalk.</p>
Seattle Department of	<ul style="list-style-type: none"> • Removal of alley will 	The curb cuts of the midblock

<p>Transportation: Traffic Management, and Policy and Planning Joint Comment</p>	<p>change local circulation systems; function of alley will serve high level of auto, service, and pedestrian traffic. Safety for pedestrians must be prioritized in the alley, including amenity and ample space for peds in the alley.</p> <ul style="list-style-type: none"> • Reduce midblock connector curb cut widths to reduce crossing distances for pedestrians • The pedestrian zone along Fauntleroy is shown as 6'6" on the landscape plans and could be widened if the parking lane was removed; this could increase bicycle safety • Rain gardens and public plazas are good contributions to the public realm and are consistent with the W. Seattle Triangle plan • Pedestrian scale lighting should be included in the midblock connector • Contribution to future park is uncertain public benefit that cannot be guaranteed • Draft bicycle master plan includes a buffered bike lane on Fauntleroy • Bike racks and their placement near entrances is appreciated 	<p>connector have been reduced as much as possible to reduce pedestrian crossing widths. Along Fauntleroy the curb cut is 30' wide to accommodate turning traffic; this is less than a standard road crossing width. Along 40th the curb cut is 20' wide, which is a standard alley/driveway width. The geometry and width of these curb cuts has been carefully coordinated with SDOT, and has been thoroughly reviewed and approved by SDOT traffic safety and traffic operations.</p> <p>The Project provides on-street parking on Fauntleroy to facilitate business for the small businesses on Fauntleroy. We also believe that the addition of parked cars along Fauntleroy helps to buffer pedestrians from the traffic on Fauntleroy Avenue.</p> <p>Pedestrian scale lighting is included in the midblock connector through the use of tree uplighting features. Street lights will also be included in the connector.</p> <p>The park has already been purchased by the Parks Department; the contribution to the park will allow the Department to get through the public planning process/30% conceptual design. We believe this is a concrete public benefit that is supported by the neighborhood.</p>
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	<p>but should be placed under overhead weather protection.</p> <ul style="list-style-type: none"> • Encourage the addition of a marked crosswalk on the west leg of the signalized intersection of SW Fauntleroy Way and SW Alaska Street. • SDOT does not support a pedestrian crossing at SW Fauntleroy Way and the midblock connector. 	<p>Approximately half of the bike racks are located under overhead weather protection.</p> <p>The right-of-way manual calls for the configuration of the roadway and bike lanes on Fauntleroy as we have designed it.</p> <p>The crosswalk across Alaska has been designed and is being included in the public benefit proposal.</p> <p>There will be no pedestrian crossing midblock at Fauntleroy due to SDOT's concerns.</p>
SDOT Capital Projects and Roadway Structures	No concerning issues related to the vacation	No response required.
Century Link/Qwest	Aerial facilities exist in the alley to be vacated. The developer will need to grant an easement for the facilities to remain or compensate CL the cost to relocate the facilities	The facilities will be undergrounded in the same location as the underground power facilities. This work has been fully coordinated with Century Link. Our contact is Brandon Squyres. Please let us know if you would like his contact information.
Puget Sound Energy	No gas lines are impacted by the proposal	No comment needed.
King County Metro Transit	A diagram shows that the north ramp to the eastern exit onto Fauntleroy shows vehicles turning right or left. This should be only a right in/right out movement since there is a double yellow line on Fauntleroy. There is no center turn lane on Fauntleroy and coaches may limit sight lines.	The access to/from the midblock connector at Fauntleroy has been revised to a right-in/right-out only access. Attached to this comment letter is the revised SIP plan, as well as the revised TIA.

<p>Department of Parks and Recreation</p>	<ul style="list-style-type: none"> • The midblock connector is an important connection to the future park on 40th. The proposed drive through and loading zone are incompatible with viable pedestrian midblock connection. Redesign the connector to be more pedestrian friendly. • Public benefit should include contribution to future park 	<p>The drive through has been eliminated from the project.</p> <p>The loading zone is a necessary service for a mixed use project; bringing trucks internally into the Project, rather than allowing loading from a City street, is required by the zoning code and is preferred by SDOT. As stated, measures have been taken to minimize the loading impacts on the Project, the public, and on pedestrians; the project has been revised since this comment was received. Pedestrians are completely separated from trucks in the midblock connector, and crossings are standard crosswalks with raised roadways to further signal to drivers to slow down and watch for pedestrians.</p> <p>The public benefit has been further refined to include \$25,000 contribution to the 40th Avenue S.W. park, which will pay for the initial public outreach process and will fund schematic design to 30% completion.</p> <p>Mr. Nevins commented at the 6/20/13 Design Commission meeting and stated that the vibrant development across from the future park invigorates the area. The financial contribution will get the Parks planning through the public process. Parks is happy</p>
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		with the contribution.
Department of Planning and Development Land Use Services	<ul style="list-style-type: none"> • The alley vacation improves functionality of the site and does not negatively impact circulation, access, utility, light, air, open space or view functions • The proposed development is consistent with the City's land use policies, the Comprehensive Plan, and the West Seattle Junction Neighborhood plan, as well as transportation policies. • The size and scale of development has been anticipated by the West Seattle Triangle Plan and the Comprehensive Plan; design review has mitigated height, bulk and scale issues 	Agree. The Project is consistent with the Seattle Comprehensive Plan, the West Seattle Junction Neighborhood Plan, and is generally consistent with the West Seattle Triangle Urban Design Framework, and the project was recommended to be approved by the Southwest Design Review Board.
Design Commission Comments		
Seattle Design Commission, Urban Design Merit Meeting March 7, 2013 Action: vote 7-0 to deny Urban Design Merit	<ul style="list-style-type: none"> • Concern that private alley design does not provide sufficiently for vehicular maneuvering and safety of peds. Work with SDOT to correct this. • Consider possible pedestrian conflicts where alley meets SW 40th Street, a green street, and whether number of vehicles exiting onto 40th could be reduced. • Refer to the West 	<ul style="list-style-type: none"> • The project team has received its 60% SIP approval and SDOT is satisfied with vehicular maneuvering and safety of pedestrians. • The trip distribution from the project's TIA shows that the majority of traffic trips will exit south via the north-south alley since this is the signalized intersection. This will reduce the numbers of vehicles utilizing the

	<p>Seattle Urban Design Framework and design the building to provide a gateway at Alaska and Fauntleroy. Consider how this building works in concert with the development proposed at the other corners of this intersection.</p> <ul style="list-style-type: none"> • Refer to the WSUDF for the vision of the midblock pedestrian connection and provide the level of improvements that it recommends for pedestrians along the north/south alley. • Value of the through block connection is not only its basic function but also programming and design to bring activity into connector and make it inviting. • Plaza at Alaska and Fauntleroy does not read strongly as public space and not well integrated with gateway element. Please search for solutions as design evolves. • Reach out to the artist of the mural existing on the building and consider mural relocation. 	<p>40th Green Street.</p> <ul style="list-style-type: none"> • The Gateway aspect of the architecture has been changed to cant the corner such that it better responds to the architecture surrounding. The project is also providing a crosswalk to the project directly north where one was not provided before to increase pedestrian safety and connectivity. • Since this comment, the plaza has been further refined. • Storefront windows on the eastern side of the connector wrap the corner to bring more activity into the alley. In addition, lighting and landscaping have been included in the connector to make it more inviting. • The mural will be relocated on a wall of the project and will be visible from the midblock connector.
<p>Seattle Design Commission, Urban Design Merit Meeting April 18, 2013 Action: Vote 5-3 to Approve Urban Design Merit</p>	<ul style="list-style-type: none"> • Proposal is justified for Urban Design Merit, with certain conditions. • Work with Masonic 	<ul style="list-style-type: none"> • The project has worked with the Masonic Temple to solve the parking lot issue and is

	<p>Temple to resolve issues of access to their parking lot, which can only be reached through the alley.</p> <ul style="list-style-type: none"> • Demonstrate how pedestrians would connect across 40th Ave SW to the new park slated for development in the near future. • Provide a solution for loading during move-in/move-out that isn't far from entrances and not obstructed by streetscape amenities. • Continue to resolve the risk for pedestrian conflicts at the drug store drive through. • At the intersection of the two sections of alley, improve orientation so pedestrians aren't drawn into the auto-oriented north-south segment, and explore solutions that will connect the pedestrian walkway across that point. • Be more clear about code requirements and what is public space for public benefit package • Consider extending 40th Avenue green street to the Masons' property to the south. 	<p>regrading and repaving the parking lot for the Masons.</p> <ul style="list-style-type: none"> • SDOT has concerns regarding designated pedestrian connections across 40th Ave to the new park from the development; however, the project is building out both sides of 40th in that location and will provide a "landing area" for pedestrians across from the midblock connector. • The load zones have been located near the residential entries and are not obstructed by landscaping or amenities. In addition, loading and move in can occur through the below grade garage depending on the sizes of vehicles. • The drive-through has been eliminated. • The midblock connector has been designed so that people understand that they are to continue through in an east-west direction, through the design of a very clear sidewalk. • The Masons do not agree with extending the green street to the south. However, the Alliance project on the west side of 40th will be
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		<p>utilizing the right-of-way in a green street manner. The project is providing additional landscaping along the Mason's frontage and is retaining 7 mature street trees along the Mason's 40th Ave frontage. It is also including a planting strip and four trees along the Mason's property on the alley side. These trees are not required by the code but were not counted as public benefit.</p>
<p>Seattle Design Commission, Public Benefit Meeting May 16, 2013 Action: Vote 5-3 to deny Public Benefit Package</p>	<ul style="list-style-type: none"> • Commissioners appreciate the responsiveness of the design team to recommendations given at earlier meetings. • Design has improved greatly. • Removing drug store drive through will benefit pedestrians that use the alley. • The Commission considers the concerns of safety of the through-block connection brought up in the Urban Design Merit to be resolved. • Design of the public benefit items needs further improvement before the package can be considered 	<ul style="list-style-type: none"> • The public benefit matrix has been clarified. • The hierarchy of the open spaces has been clarified, and they have been tied together with a simple palette. • The massing of the gateway has been changed so that it is skewed somewhat against the street corners so it appears more interesting and prominent. • The corner element will remain lighted at night as it is a common hallway. • 40th was redesigned to better integrate art into the design, and to create better activation

	<p>sufficient. Discrepancies in the public benefit matrix make it difficult to analyze whether the level of public benefit is sufficient.</p> <ul style="list-style-type: none"> • Commission recommends providing more clarity in the hierarchy of open spaces, focus efforts on more important places such as gateway and 40th Ave stretch. • Simplify and unify the palette of different features, materials, qualities of the plazas • Gateway is not prominent enough. It would benefit from increased massing. • Relying on lighting to make gateway prominent should be reconsidered given implications to sustainability and limited effectiveness during the day. • Determine what the focal point of 40th is. • Shift activation efforts from Fauntleroy to 40th, where they will be more attractive to pedestrians. • Art should be more integrated into 40th. 	<p>of the open space.</p>
<p>Seattle Design Commission Public Benefit Meeting June 20, 2013</p>	<ul style="list-style-type: none"> • The Design Commission approved, 6-0, the public benefit 	<ul style="list-style-type: none"> • The items for administrative review are currently being

<p>Action: Vote 6-0 to Approve Public Benefit Package.</p>	<p>package, with the following conditions:</p> <ul style="list-style-type: none"> • If any of the public benefit items are found to be required for mitigation or code requirements, or are deemed infeasible for any other reason, the applicant shall consult the Design Commission and provide public benefit commensurate with the previous proposal. • Provide an art plan for administrative review by the Design Commission when it is developed. • Provide drawings of the Gateway Element for administrative review when the design has been developed per commission recommendations at 5/18/13 meeting. • Provide plans for administrative review for the green wall in the mid-block connector when they are refined. • Commission requests that SDOT reconsider its policy restricting the installation of crosswalks midblock at the mid-block connector and 40th Avenue. 	<p>developed and will be provided to staff.</p>
<p>Public Comments</p>		
<p>Josh Bihary</p>	<ul style="list-style-type: none"> • West Seattle resident, 	<ul style="list-style-type: none"> • No comment.

	<p>feel that vacation will attract more business to West Seattle and help it become a more diverse neighborhood for residents and businesses.</p>	
Peter Leahy	<ul style="list-style-type: none"> Owns property in West Seattle, the mid-block connector will better serve the neighborhood than the existing alley location and will serve the new park on 40th, will also break up the large blocks in the neighborhood. 	<ul style="list-style-type: none"> No comment.
Alexandra Rumbaugh	<ul style="list-style-type: none"> Against the alley vacation, it is too big and boxy. 	<ul style="list-style-type: none"> No comment
Rene Commons (sent 4 letters)	<ul style="list-style-type: none"> West Seattle resident, Met with developer along with other members of the community in three separate meetings. Concerned about gateway corner layout and size. Size should be larger than Mural (1000 sf) or QFC (1000 sf) Midblock connector is too small Connector should include physical separation between vehicles and pedestrians Turning radius for trucks is flawed; how do trucks get to and from the site? Proposal includes a 	<ul style="list-style-type: none"> The gateway corner layout has been significantly revised and including areas in the right-of-way is approximately 1500 s.f. The midblock connector has been sized to comfortably allow traffic and pedestrians, similar to a street profile. The driveways vary between 20 and 25 feet, similar to an alley, and the sidewalk is 8 feet wide with a 3 foot planting strip separating peds and cars. The connector includes physical separation between vehicles and peds with a raised

	<p>midblock woonerf. This will be a dangerous situation with too many cars.</p> <ul style="list-style-type: none"> • Should include active uses in midblock connector to activate it • Too many traffic trips being generated • Queuing issues in midblock connector? • Drive through along north-south alley is very problematic • Bus stop will impact traffic on Fauntleroy and will impact traffic access • Project should complete a traffic impact analysis • Should not turn back on Alaska Street, should include retail entries along the length of Alaska Street. • Adjacent uses on 40th do not complement the green street on 40th. 	<p>sidewalk similar to a street sidewalk</p> <ul style="list-style-type: none"> • The truck turning radius has been adjusted. • The connector is not a woonerf but includes separation between cars and pedestrians • The connector includes a residential lobby entry fronting directly on the connector as well as transparent glass into the retail space on the Fauntleroy side • The traffic study shows the system can accommodate the traffic trips generated by the project • No queuing issues in the connector have been identified by the traffic study • The bus stop already exists on Fauntleroy and will remain in the same location • A traffic analysis has been completed, revised, and resubmitted to SDOT and DPD. No issues have been raised by SDOT or DPD related to the study • Retail entries have been placed at two locations along Alaska Street—near the corner of 40th and near the corner of Fauntleroy.
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		<ul style="list-style-type: none"> • The project includes weather protected seating areas, a residential lobby, and an entry into Whole Foods from the 40th Avenue side.
Deb Barker (4 letters)	<ul style="list-style-type: none"> • West Seattle Resident, additional width should be considered for mid block connector to allow for safe separation between pedestrians and vehicles. Successful separation would be accomplished with planters, raised walkways, tree wells and street furniture. Bollards or striping do not facilitate pedestrian safety. The alley vacation request must be mitigated with increasing the width of the alley, by use of planters, raised walkways, tree wells, and street furniture. • Should reduce number of parking stalls if this is TOD development • Transportation mitigation is required due to trip generation • Should relocate the mural • Consider setting back the building from Alaska 25 feet to create pedestrian walkway • At grade entrances 	<ul style="list-style-type: none"> • The connector was revised to respond to this issue; the connector now includes a raised sidewalk similar to a regular street with an 8 foot covered walkway separated from the traffic lane by a 3 foot planting strip. • The number of parking stalls has been reviewed by the Traffic Impact analysis and appears adequate to address potential parking impacts • The TIA identifies that the existing system can accommodate the trips generated by the project and no mitigation is required by the City of Seattle • The mural is being relocated to a wall in the midblock connector • The building has been set back on Alaska somewhat, but we feel that meeting the street on Alaska is a more urban solution • Entrances to the retail have been provided on Alaska

	<p>should be provided on Alaska</p> <ul style="list-style-type: none"> • Full turning movements from mid-block connector onto Fauntleroy are not safe • Passby trips for Whole Foods/Trader Joes are different than QFC and Safeway, these should be considered special trips; will attract regional shoppers • Peak hour traffic volumes collected in August 2012 do not reflect School traffic; did not include pipelines projects such as Equity and Petco. • Credit for previously existing trips is not correct; has been vacant for many years • Should condition to require right in/right out only on Fauntleroy • Difficult to make northbound to westbound left turn at signalized Fauntleroy/Edmunds intersection, turning movements onto Edmunds should be evaluated to ensure they're realistic • Midblock connector needs to be 35-feet wide to accommodate WB 65 trailer trucks • Curb radius at Fauntleroy and Alaska 	<ul style="list-style-type: none"> • The connector has been revised to restrict turning movements onto Fauntleroy—right in, right out only • There is no documentation for this statement; the TIA uses “supermarket” as its code for trip generation • It is not clear that “school traffic” would make a significant difference in existing trip rates; the analysis included pipeline projects including the Equity and Petco projects. Please see page 5 of the TIA. • The turning movement onto Edmunds is not problematic, it is a standard intersection • The midblock connector has been sized to accommodate trucks and cars and to allow a separated pedestrian area • SDOT has reviewed the curb radius and has determined it is consistent with the ROW manual • The TIA accounts for midblock connector traffic.
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	<p>should be changed from 20 to 25 based on SDOT's code for arterial streets.</p> <ul style="list-style-type: none"> • TIA must reflect midblock connector traffic 	
Diane Vincent	<ul style="list-style-type: none"> • West Seattle resident, midblock connector is hostile to pedestrians. • Gateway element needs to be spectacular • Project will burden Rapid Ride • Should relocate the mural 	<ul style="list-style-type: none"> • The gateway element has been redesigned and takes into account the geometry of the street grid. • All new development increases loads on transit in some amount; increased ridership also results in increased revenues from fares • Mural is being relocated.
Steve Huling	<ul style="list-style-type: none"> • West Seattle resident • Drive through is of significant value to project; provides privacy for patrons • Project is consistent with WSTUDF 	<ul style="list-style-type: none"> • Drive through has been taken out of the project
Nancy Woodland	<ul style="list-style-type: none"> • West Seattle resident • Replacing gas station and car lot, this is a good thing • Value in allowing the property to develop as a whole instead of with multiple developers • Building fits with the WSTUDF • Large spaces on busy corners are often underutilized, gateway corner is well sized because people can go 	<ul style="list-style-type: none"> • No comment necessary

	<p>to the park on 40th if they want a larger quieter space</p> <ul style="list-style-type: none"> • Mid block connector is large enough and will be more attractive than the other junction cut throughs because there are no dumpsters proposed for midblock connector 	
Steve Williamson, UFCW Local 21	<ul style="list-style-type: none"> • Truck traffic underevaluated • Drive through inappropriate • Project inconsistent with city policies; it is an auto intensive use, doesn't include small shops • Public benefit inadequate • Cites to Dearborn/Goodwill site as a process that worked 	<ul style="list-style-type: none"> • Truck traffic was reevaluated by the TIA using actual counts and discussions with staff from Whole Foods. The average deliveries observed at all four area Whole foods locations was 56 trucks per day; peak single day deliveries range between 29 and 77 deliveries. A truck dock management plan has been submitted to SDOT and DPD to manage site deliveries. • Drive through has been eliminated • The project includes small shops along Fauntleroy • The design commission determined the public benefit was adequate • Please note that the Dearborn/Goodwill project was never constructed.
Claudia Newman, speaking for UFCW Local 21	<ul style="list-style-type: none"> • Difficult to obtain information about the project 	<ul style="list-style-type: none"> • The design commission determined on May 16, 2013 that the public

	<ul style="list-style-type: none"> • Public benefit is inadequate • Midblock connector meets West Seattle Triangle Plan, but this is a code requirement that must be met, not a public benefit • Where will employees park? • Midblock connector shown in W.Seattle plan includes a pedestrian-only western section, connector as proposed allows cars • Gateway element is not sufficient • Big box grocer on Alaska is not consistent with West Seattle triangle plan • The following conditions should be placed on the project: design must respond to the unique street grid, the design must respond to the traffic characteristics of Fauntleroy, the plazas must include public uses, the design of the alley must consider the Masonic Lodge, the design should remove truck loading from the connector, and design must respond to the site topography, and the design must respond to the difference between Alaska and Fauntleroy 	<p>benefit is adequate</p> <ul style="list-style-type: none"> • The West Seattle Triangle Plan is an urban design framework that was not adopted into the City right of way manual or code • Employee parking is included in parking analysis; parking count is adequate to cover employee parking • Gateway element has been revised and design commission determined it was sufficient • The West Seattle Triangle Plan did not specify users • The project has responded to most of these conditions: the gateway element has been skewed to reflect the change in the grid, the gateway plaza has buffered users from noise with landscaping and water feature, plazas have been redesigned to make them more open to the public, not associated with building entries, the project has worked with Masonic Lodge and is regrading and repaving its parking lot; the project responds to site topography with various entries, and the building's character is
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	Street (Alaska is quieter)	differentiated through landscaping and architecture between Fauntleroy and Alaska.
Ross Tilghman, traffic consultant hired by UFCW Local 21	<ul style="list-style-type: none"> • Proposed midblock connector will function mainly as parking and truck access to the project • Project does not show full traffic impacts because subtracts existing trips from study • Study does not show drug store trips • Truck traffic appears to be underestimated • Unclear what pedestrians will use the midblock connector; likely that few people will work through the connector as it is not attractive to pedestrians • Despite the fact that no pedestrians will use the connector, the connector poses significant conflict issues—trucks with peds • Truck maneuvers should be shown • Project should determine the plan for trucks if more trucks show up and loading berths are not available • Connector crossing of north-south alley is not safe, is too wide and face many conflicts 	<ul style="list-style-type: none"> • The proposed midblock connector will function more as a street, and includes ample sidewalk with overhead weather protection. • The traffic impact analysis was submitted to SDOT and DPD and was approved; trip generation rates were derived in a typical manner • Drug store drive through has been eliminated from the project; however the TIA does account for drug store trips. See p. 12. • We believe pedestrians will utilize the connector and for that reason have created a full profile sidewalk on the connector for peds. • Truck maneuvering diagrams were submitted to SDOT and DPD and approved. • A truck dock management plan has been submitted to SDOT and DPD • The crossing is across an existing alley, which is approximately 20 feet wide. The crossing is

	<ul style="list-style-type: none"> • Project needs adequate sight lines when leaving garage in south building and entering north-south alley • Drug store drive through could create traffic backups 	<p>fully marked as a cross walk would be.</p> <ul style="list-style-type: none"> • Sightlines and sight triangles were determined and submitted to SDOT and DPD; both were considered to be adequate from a safety perspective. • Drug store drive through has been eliminated.
Susan Leipziger	<ul style="list-style-type: none"> • West Seattle resident • Mayor does not live in West Seattle, appears he has a problem with Whole Foods • Proposed use will improve pedestrian environment beyond what it is today 	<ul style="list-style-type: none"> • No comment needed.
Sharon Sutton, hired by UFCW	<ul style="list-style-type: none"> • Big-box grocery is not consistent with the alley vacation policies or the West Seattle Triangle Plan • No vacation alternative was not fully explored, do not need a grocery store in this location • Project disrupts an existing alley pattern that produces scale of pedestrian-oriented retail and commercial development • Action is inconsistent with the NC3 zone policies • Public benefits are not enough, although she considers three of the 	<ul style="list-style-type: none"> • Uses are not prohibited in the Triangle Plan. • The no-vacation alternative does not meet the needs of this development. • The existing alley includes a retaining wall and a 6-foot drop and is not an existing usable alley. In addition, the existing uses/buildings in the area are not pedestrian oriented or pedestrian scale. • The NC3 zone policies are not applicable to this petition; this is not a rezone application. • The Design Commission

	<p>public benefits to be viable (crosswalk across Alaska, rain garden on 40th, contribution to future park)</p> <ul style="list-style-type: none"> • No design response made to intersection of diagonal street with W. Seattle's orthogonal street pattern; building form should respond to strong and unique geometry of site • Design must respond to noise of the site • Plazas should be more public, not private • North-south alley must consider the Mason's parking lot • Truck loading should be eliminated from the alley • Design should respond to site topography • Design should respond to difference between two primary streets; Alaska is quieter than Fauntleroy 	<p>determined that the public benefits are adequate.</p> <ul style="list-style-type: none"> • The project has been redesigned to include a change in the building's former square tower, it now is angled in the manner suggested by Ms. Sutton. • The design of the plaza responds to the noise of the intersection through landscaping and water feature. • The plazas were redesigned to reduce association with building lobbies/entries to make them more public • The north south alley considers the Masons and the project team is working closely with the Masons. • The West Seattle Triangle Plan did not think about the needs of commercial loading. Truck loading must remain internal to the project (cannot be on 40th, a green street, Fauntleroy or Alaska). • The project responds to the site's topography through the use of stairway plazas • The design responds to the different street characters through the use of more
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		landscaping on busier streets, as well as use of different materials along the facades (more brick on Alaska)
Dave Montoure	<ul style="list-style-type: none"> • West Seattle resident and business owner • Fully in support of alley vacation petition • Alley vacation proposals should not be politicized as this has been by the Mayor, should be judged purely as a land use decision 	<ul style="list-style-type: none"> • No comment
Chuck Morgan	<ul style="list-style-type: none"> • West Seattle resident and business owner • Support the project, should judge this as a land use decision • Pleased by new jobs this project will bring • Like the improvement to the community 	<ul style="list-style-type: none"> • No comment
John Smersh	<ul style="list-style-type: none"> • West Seattle resident and small business owner • Like the alley vacation • Appears that Mayor opposed because he does not like the non-union nature of Whole Foods; this is not an appropriate way to set policy • Proposed project meets goals for livable walkable transit centric neighborhoods 	<ul style="list-style-type: none"> • No comment
Lindsay von Marbod	<ul style="list-style-type: none"> • West Seattle resident • Additional shopping options strengthens the 	<ul style="list-style-type: none"> • No Comment

	community and neighborhood in W. Seattle	
Steve Schneider	<ul style="list-style-type: none"> • West Seattle resident • Excited about project, mixed use projects are a good thing 	No Comment
Amy Hoffman	<ul style="list-style-type: none"> • West Seattle resident • Excited about Whole Foods coming to the neighborhood 	No Comment
Carrie Smith & Matt Pietrek	<ul style="list-style-type: none"> • South Seattle resident • Excited about Whole Foods project 	No Comment
Christy Throm	<ul style="list-style-type: none"> • Supports project 	No Comment
Sophie Ryan	<ul style="list-style-type: none"> • West Seattle resident • Supports project 	No Comment
Kerri Montoure	<ul style="list-style-type: none"> • West Seattle resident • Supports project 	No Comment
Bill Norgren	<ul style="list-style-type: none"> • West Seattle resident • Project will add to W. Seattle vibrancy; supports project 	No Comment
Kurt Amburst	<ul style="list-style-type: none"> • West Seattle resident • Dislikes union involvement in this issue • Likes that project includes ample parking given transit cuts 	No Comment
Sean Sykes	<ul style="list-style-type: none"> • West Seattle resident • Concerned about current blight, excited about new gateway project 	No Comment
Raven Sykes	<ul style="list-style-type: none"> • West Seattle resident • Project will benefit local economy 	No Comment
Eric Rodriguez	<ul style="list-style-type: none"> • West Seattle resident • Supports project 	No Comment
Jeff Jones	<ul style="list-style-type: none"> • West Seattle resident 	No Comment

	<ul style="list-style-type: none"> • Supports project 	
West Seattle Chamber of Commerce	<ul style="list-style-type: none"> • Supports development of the Project; Project enhances economic vitality of West Seattle and follows the approved Triangle Plan Urban Design Framework • The Project increases density, which means new potential customers for existing businesses, as well as new bus riders and bike riders • Would like to have a taller featured art piece at corner of Alaska and Fauntleroy • There is adequate sidewalk space along 40th Avenue and Alaska Street • Midblock connector is consistent with Triangle Plan • Small business opportunity on Fauntleroy is good—better visibility than on 40th or Alaska • Public benefit package is well-thought out and is adequate 	No Comment